

Lot 501 (No. 49-67) Smith Street, Highgate Public Works Development Application – Build to Rent Social and Affordable Housing

July 2024 | 23-046



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We acknowledge and respect their enduring culture, their contribution to the life of this city, and Elders, past and present.

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Key Application Details

Property Location	Lot 501 (No. 49-67) Smith Street, Highgate
Applicant	element , on behalf of Department of Communities / Tetris Origination Pty Ltd (Tetris Capital) / Community Housing Limited
Landowner	The State Housing Commission
Responsible Authority	Western Australian Planning Commission
Metropolitan Region Scheme	Urban zone
City of Vincent Local Planning Scheme No.2	Residential zone
Strategy and Policy	• Perth and Peel at 3.5 Million • State Planning Policy 7.0 Design of the Built Environment • Residential Design Codes Volume 2 City of Vincent: • Policy 2.2.6 Truncations • Policy 7.1.1 Built Form • Policy 7.5.21 Sound Attenuation • Policy 7.5.23 Construction Management Plans • Policy 7.6.1 Heritage Management – Development Guidelines for Heritage and Adjacent Properties • Local Planning Policy: Percent for Art
R-Code	R80
Proposed Use Class	Multiple Dwelling
Existing Land Use	Vacant – former public housing in the process of demolition
Land Area	4,962sqm
Number of Dwellings	109 dwellings
Retention of Existing Vegetation	Most vegetation has already been removed from the subject site, to be replaced with new landscaping, however a significant tree will be retained at the northeast corner of the site.
Value of Development	Circa \$65,000,000 design and build cost

Project Team

Architectural Design	architectus™
Landscape Design	kdla.
Planning	element.
Traffic	 Stantec
Waste Management	 encycle
Sustainability	

Proponent Team

Department of Communities	 Government of Western Australia Department of Communities Housing
Tetris Capital	 TETRIS CAPITAL
Community Housing Limited	 COMMUNITY HOUSING LTD GROUP OF COMPANIES

1. Introduction

This report has been prepared by **element**, on behalf of the Department of Communities / Tetris Capital, in support of a development application for 109 multiple dwellings at Lot 501 (No. 49-67) Smith Street, Highgate (the subject site). The subject site is located within the jurisdiction of the City of Vincent (the City). As a built to rent social and affordable housing project, with the land owned by the State Housing Commission, this is considered public works, with this development application requiring the approval of the Western Australian Planning Commission under the Metropolitan Region Scheme.

The proposal seeks to deliver an architecturally designed building comprising social and affordable multiple dwellings on a soon to be vacant site, close to the vibrant Beaufort Street precinct. Considerable consultation on site master-planning, architectural design and landscaping has been undertaken as part of pre-lodgement engagements with the City of Vincent and the design review processes conducted by the State Design Review Panel (SDRP) with the support of the Government Architect of Western Australia.

This report has been prepared to provide an overview of the subject site and the proposed development, as well as a detailed assessment against the relevant planning framework and an examination of the planning merits of the proposal. This report is accompanied by a detailed architectural and landscaping package as well as supporting technical inputs as follows:

- Appendix A – Certificate of Title
- Appendix B – Architectural Report and Drawings, including Landscaping
- Appendix C – Sustainable Design Assessment Report
- Appendix D – Waste Management Plan
- Appendix E – Transport Impact Statement
- Appendix F – Acoustic Report

As detailed in this report, the development is considered appropriate for the location and will provide a well-considered and much needed provision of social and affordable housing in a high amenity location. Approval of this development application is therefore sought.

1.1 Project Vision

The Department of Communities (Communities) is seeking to redevelop the former Stirling Towers public housing site at Lot 501 Smith Street, Highgate. Communities has engaged a consortium comprised of Tetris Capital and Community Housing Ltd (CHL) as the successful proponents to undertake stage one of the Smith Street Project - redevelopment of the former public housing site into Western Australia's first Build-to-Rent (BTR) project. CHL and Tetris were appointed following a Request for Detailed Proposal for the innovative project to develop the site into a contemporary BTR project with ongoing tenancy and property management, with the site made available through a 50-year ground lease.

1.1.1 Community Housing Limited Overview

CHL is Australia's leading community housing provider with over 11,000 properties under management in Australia, 980 of which are in Western Australia. CHL is a multi-award-winning national tier-1 community housing provider with more dwellings under leasehold than any other Australian community housing provider – CHL is Australia's largest. CHL has a quarter of a century of leading-edge experience working in partnership with national and state governments, local government authorities, social support agencies, and community groups to address local housing affordability problems.

At the heart of this Project is the creation of a happy, healthy and inclusive community. We believe in social capital and recognise the value of investing in people and the benefits this can bring to a community, through creation of safe and secure neighbourhoods in which residents are empowered. CHL's approach is to work with the social housing communities, listening and responding to individual's needs, to facilitate sustainable, resident-led programs. CHL will undertake extensive community engagement with new residents to ascertain their needs. Recognising that community

programs will need to be tailored to the needs of the individual tenants across the site, CHL currently run a number of highly successful community programs. With our community partners we will curate a unique and special community at this landmark Project.

1.1.2 Project Details

The Smith Street BTR Project will be undertaken in three (3) stages:

- Demolition and preparation of the site;
- Construction of the development – to be funded in partnership with the Albanese Federal Government; and
- A ground lease for tenancy and operational management of the residential development.

The redevelopment of the site is planned to deliver new apartments in a mix of social housing and affordable rentals through the Build-to-Rent model and will see the development of a new urban community close to major public transport hubs and local amenities.

The Smith Street Build-to-Rent project is one of a number of major legacy housing redevelopment projects the Cook State Government is undertaking to boost housing across Western Australia.

1.2 Requirement for Development Approval

The Department of Communities is a “public authority” and so is entitled to rely upon Section 6 of the *Planning and Development Act 2005* (the Act), which exempts a public authority undertaking public works from the ordinary requirement to obtain development approval under a local government planning scheme. In this regard, as the Department of Communities is seeking to construct public housing on the site as public works, development approval from the Western Australian Planning Commission is required under the Metropolitan Region Scheme as per Section 5(2) of the Act.

Due regard has been had for the City of Vincent Local Planning Scheme No. 2 as evidenced in this report, for the principles of orderly and proper planning and the preservation of the amenity of the locality as evidenced through the extensive pre-lodgement engagements with the City of Vincent, the Department of Planning, Lands and Heritage and the State Design Review Panel. In this regard the Department of Communities is pursuing this public works project in accordance with Section 6(2) and (3) of the Act.

2. Site Details

2.1 Site Description

The subject site comprises Lot 501 (No. 49-67) Smith Street, Highgate and is located within the City of Vincent. The primary frontage is approximately 62 metres to Smith Street to the southeast with an approximate 20 metre frontage to Stirling Street to the northwest. A mixture of grouped and multiple dwellings are situated to the south of the subject site whilst the northern neighbours predominantly comprise a mixture of grouped and single dwellings. The site has a total area of 4,962sqm. The topography of the site has a slope rising from the east of the site (Smith Street) to the west (Stirling Street) with the lowest observed point at approximately 16m above sea level and the highest point being 22m above sea level.

The particulars of the subject site Certificate of Title are summarised in Table 1 below. A copy of Certificate of Title is enclosed as Appendix A.

Table 1. Site Particular

Lot no.	Street address	Volume/Folio	Plan	Area	Owner
501	49-67 Smith Street, Highgate	412/88A	D038331	4,962sqm	The State Housing Commission

Refer to Appendix A – Certificate of Title

2.2 Site Context

The site context is predominantly characterised as residential with a variety of housing typologies present within the immediate vicinity of the subject site. These typologies range from higher density multiple dwellings directly to the south, west and opposite on Smith Street, to lower density detached single dwellings on the adjacent lots to the north. The site is well located, within close proximity to the high amenity activity corridor of Beaufort Street, less than 250m away, providing convenient access to frequent public transportation, a high concentration of dining and entertainment venues, and a Woolworths anchored shopping and childcare centre.

Within the broader context, the subject site is located roughly two (2) kilometres away from the Perth city centre, with convenient high frequency bus services such as the 950 providing convenient linkages into the city. Additionally, public transport connects the site with other important regional and activity centres such as Morley and Leederville, located five (5) and two (2) kilometres away from the site respectively. Public transport access to the site is further available from the nearby East Perth Train Station, with services provided to Perth, Midland, the Airport and regional destinations.

As of the anticipated construction start date, the site will be vacant of any built form and a majority of the pre-existing vegetation removed. Demolition of the existing buildings and preparation of the site has been facilitated through an earlier development approval of 2 May 2024, issued by the Department of Communities under its delegation from the Western Australian Planning Commission.

2.3 Site Development Background

The State Government announced in February 2022 the intent to redevelop the Stirling Towers site in an innovative pilot project that would see the former public housing transformed into a contemporary social and affordable built-to-rent development.

This project represents Western Australia's first built-to-rent project that will utilise a ground lease. The project is a response to the current heated construction market and private rental shortage that will deliver more affordable housing options to Western Australians. Following an extensive Request for Proposal process, a consortium comprising of Tetris Origination Pty Ltd (Tetris Capital) and Community Housing Ltd were selected in December 2023 as the proponent to demolish the former Stirling Towers complex and prepare the site for redevelopment.

The project will be undertaken over three separate stages, starting with demolition and site preparation works, construction of the new development and establishment of a ground lease for management of the complex. Prior to the lodgement of this application, a separate development application has been lodged and approved by the Department of Communities under its delegation from the Western Australian Planning Commission, which included the demolition of all physical structures on the subject site, the majority of the existing vegetation, along with all associated car parking and hard stand areas, existing water tanks, shed structures and the masonry fencing along the Smith Street frontage.

2.4 Environmental and Heritage Site Considerations

2.4.1 Contamination

A desktop search of the Department of Water and Environmental Regulation's Contaminated Sites Database indicates that the subject site does not contain any registered contaminated sites.

2.4.2 Acid Sulphate Soils

A desktop search of Landgate's mapping system, Landgate Locate, indicates that the subject site has no known risk of encountering Acid Sulphate Soils.

2.4.3 Bushfire Risk

A desktop search of the Department of Bushfire and Emergency Services' Map of Bushfire Prone Areas indicates that the subject site is not located within a bushfire prone area.

2.4.4 Heritage

A desktop search of the Department of Planning, Lands and Heritage Aboriginal Cultural Heritage Inquiry System indicates that the subject site is not located within the curtilage of any Registered Aboriginal Cultural Heritage sites.

A desktop search of the Heritage Council's State Register indicates that the subject site is not of State heritage significance. The closest place of State heritage significance is the Serbian Orthodox Church of St. Sava located approximately 61 metres, and four properties south along Smith Street. The proposed development is not considered to have any impact on this place noting the physical separation.

While the City's heritage records indicate no recognised local heritage significance on the site, the adjoining lot to the south is recognised by the City for its Local Heritage significance ('Three Houses' Place No. 18052). Although the proposed development will not result in any physical impact or alteration to adjoining lots, due regard has been given to the City of Vincent's Policy 7.6.1 Heritage Management – Development Guidelines for Heritage and Adjacent Policies. This provides a comprehensive framework for how new development should interface with adjacent heritage properties. A heritage response to the criteria outlined within this policy has also been included in this report.

3. Pre-Lodgement Engagement

The project has been through extensive pre-lodgement engagement with the City of Vincent, and the Department of Planning, Lands and Heritage (DPLH). The project team has presented to the State Design Review Panel (SDRP) to discuss the evolution of the design and how to achieve an appropriate outcome for this site on two (2) occasions.

The proposed development has addressed the key matters raised by the SDRP aligned with State Planning Policy 7.0 Design Principles (SPP7.0). Key recommendations have subsequently been outlined below with our response to each provided:

Table 2. Response to SDRP Recommendations

Key Recommendation	Response
Further refine the Smith Street interface, enhancing landscape quality and amenity for residents and the broader community.	The Smith Street interface balances the needs for all residents with the need to enhance the streetscape. ACROD parking bays are required within the street interface to integrate with the deep soil area proposed. The landscaping design has been refined to include significant planting areas integrated between paths, ramps, parking bays and driveways as a means to break up the amount of continuous hardstand area within the primary street setback. Amenity is also provided for the broader community with an informal street-library and garden proposed around the retained Lemon-Scented Gum which serve to bring the public realm into the front setback area.
Find opportunities to maximise tree canopy across the site and retain street trees where possible.	Tree canopy has been maximised across the site both within the communal courtyards as well as within side setback areas. This will benefit both the amenity of the residents through ample shade within communal open spaces as well as assist in ensuring visual privacy is maintained to adjoining lot boundaries.
Strengthen the legibility of the invitation to enter the resident and community areas located near the existing lemon-scented gum, along Smith Street.	Landscaping has been further refined to include natural steppers and seating from the footpath along Smith Street into the informal street-library area. The steppers present directly to the public footpath, creating an invitation and blurring the lines between the street and the subject site. The positioning of the street-library adjacent to the tree helps separate it more from the broader development which will make non-resident users of the space feel less intrusive on what they may deem as private property.
Refine the navigation cues within the design, and associated material qualities within the central courtyard and communal areas to assist legibility and place- identity.	The design and material qualities within the central courtyard have been adjusted to improve the overall legibility for users. This includes arranging various spaces along a singular path that winds from the lobby through to the communal space towards the north eastern lot boundary, and reducing the amount of decision points and points of conflict. These spaces, surrounding this central path, will intuitively reflect various uses with a nature playground and grassed areas providing spaces for children to play and for residents to relax respectively. This will also guide residents towards the more secluded private open space directly from the lobby.
Continue to develop strategies that improve safety and legibility, particularly at the basement entrance off Smith Street.	This has been considered and a refined design is presented in the development application drawings.
Enhance the quality of outlook from internal corridors, particularly the southern wing corridor, providing views to landscaping to minimise views to services and maintenance access areas.	This has been considered and a refined design is presented in the development application drawings.

3.1 Architect Response to SPP 7.0 – 10 Design Principles

3.1.1 Context and Character

Key to the design proposal has been to create a design response that prioritises:

- A facade language that takes its cues from the rich historical environmental and cultural context of Highgate including the neighbouring heritage place.
- Modularity, installation methods, durability and setbacks to align with the overall look and feel of the proposal within the Highgate context.
- A confident, well-proportioned facade addressing two street frontages with appropriate solidity, materiality and scale, complementing rather than competing with neighbouring heritage buildings.
- Façade to be setback to respond to immediate surrounding neighbourhood properties including 'Three Houses' Place No. 1852.
- A low-rise building solution comprising a maximum building height of three to four storeys, sensitive to density and scale of the established urban environment.

3.1.2 Landscape Quality

Key to the design proposal has been to create a design response that prioritises:

- Strong interface between architecture, landscape, and interior spaces to create a cohesive and dynamic environment.
- A plant palette of predominately native and water wise species with a mix of exotic and shade tolerant species.
- The proposed concept being primarily based around a central courtyard has allowed for a large area of high quality communal landscaped space.
- Roof terrace with landscaping and vegetable gardens provides residents with a secondary social space, enjoying views to the city and river.
- Deep soil zones have been introduced to allow for more substantial planting types throughout and to combat urban heat gain.

3.1.3 Built Form and Scale

Key to the design proposal has been to create a design response that prioritises:

- Built form that define an internalised 'street' connector, punctuated by a generous central courtyard space tying into the resident lobby and amenity spaces.
- Building form that has been sensitively crafted to present a three storey mass to both Stirling Street and Smith Street, with a recessed fourth level set back from Smith Street and concentrated around the centralised courtyard.
- The impact of overshadowing to neighbouring properties is significantly reduced from the existing 12 storey condition.
- Whilst the cross section length of the site is long, the building form has been articulated through breaks and recesses to reflect the finer grain and scale of the surrounding context.

3.1.4 Functionality and Build Quality

Key to the design proposal has been to create a design response that prioritises:

- Modular approach will encompass efficiencies through structural efficiencies, modular joinery, standardised bathrooms and kitchens, and easily adaptable layouts to achieve the necessary product diversity.
- Careful planning of unit typologies, grids and layouts have allowed for an efficient typical floor and structural solution.
- The design of the apartments will be functional and robust, designed for longevity whilst maintaining a sense of place and home.
- The apartments will have good access to natural light and air flow with their own terraces providing a visual connection to the outdoors and landscaping.

3.1.5 Sustainability

Key to the design proposal has been to create a design response that prioritises:

- Modular approach will encompass efficiencies through structural efficiencies, modular joinery, standardised bathrooms and kitchens, and easily adaptable layouts to achieve the necessary product diversity.
- Careful planning of unit typologies, grids and layouts have allowed for an efficient typical floor and structural solution.

- The design of the apartments will be functional and robust, designed for longevity whilst maintaining a sense of place and home.
- The apartments will have good access to natural light and air flow with their own terraces providing a visual connection to the outdoors and landscaping.

3.1.6 Amenity

Key to the design proposal has been to create a design response that prioritises:

- Pedestrian connection from Smith Street to Stirling Street, promoting connectivity to public transport links and local amenities.
- All the open spaces have been designed to ensure accessibility to people of all abilities.
- Central courtyard and rooftop terrace provides seating, shade, play areas, and other amenities, as well as programming activities and events that attract and engage the communities they serve.
- The proposal provides specialist disability accommodation under the National Disability Insurance Scheme.
- Enhancing natural daylight and ventilation to shared corridor spaces for improved residential amenity.

3.1.7 Legibility

Key to the design proposal has been to create a design response that prioritises:

- Well-designed, easily identifiable entries and amenities to enrich the user experience.
- Creating clear and intuitive pathways and access points for residents entering the apartment building from the Smith and Stirling Streets.
- Vibrant indoor-outdoor transitions achieved through carefully selected materials.
- Creation of an engaging and seamless environment through attention to finer design details.

3.1.8 Safety

Key to the design proposal has been to create a design response that prioritises:

- Resident only access card to two secure, easily identified entry points on Smith and Stirling Streets.
- Footpaths and integrated landscape designed with comfort and safety of pedestrians and cyclists as a priority.
- Secure and designated basement parking for residents and readily visible and accessible unrestricted visitor / drop off bays provided at street level.
- Obvious wayfinding through well-lit, generous, and welcoming pathways, circulation and entry points to the precinct.
- Open spaces are designed to ensure natural surveillance and supervision and promote the safety and security of users.
- Designated resident storage areas for personal storage and bicycles.

3.1.9 Community

Key to the design proposal has been to create a design response that prioritises:

- A balance between apartment typologies and outdoor amenities both public and private and how these spaces work together to create a sense of community.
- The mix of apartment types including 1, 2 bedroom and accessible have been accommodated to maximise flexibility and service the needs and preferences of the intended residents.
- The design of open communal spaces through considerate landscaping, retention of mature vegetation and accessible design, will help to create an active, collaborative and flourishing community.

3.1.10 Aesthetics

Key to the design proposal has been to create a design response that prioritises:

- Harmony with the surrounding neighbourhood and public spaces through sensitive consideration of scale, materials and architectural style to complement the neighbouring buildings.
- Timeless architectural aesthetic and adaptable buildings for long-term sustainability.
- Inspiration from historical and contemporary buildings, emphasising symmetry, proportion and balance.

Refer to Appendix B – Architectural Report



4. Proposed Development

4.1 Development Summary

The proposal seeks approval for a multiple dwelling residential building to accommodate a range of social and affordable housing options as shown in the accompanying development plans.

Refer to Appendix A – Development Plans

The details of the proposal are summarised in the following table:

Table 3. Development Summary

Maximum Building Height	Approximately 14.2m at Smith Street
Plot Ratio	8,187sqm (1.65)
Number of Apartments	109 (comprising of 42x one (1) bedrooms and 67x two (2) bedrooms) 78 of the apartments will be social housing 22 apartments will be affordable housing 9 Specialist Disability Accommodation (SDA) units will be provided • 2x Onsite Overnight Assistance (OOA) • 3x High Physical Support (HPS) • 2X Fully Accessible (FA) • 2x Improved Liveability (IL)
Communal Open Space	Combined area comprising of the following key conceptual areas – • Central courtyard and play space • Rooftop communal edible garden • Outdoor quiet space and seating area • Resident Lobby • Resident lounge • Public access courtyard with library • Consulting room
Deep Soil Area and Tree Canopy	631.1m² of soil area which includes 79.5m² of on-structure planting 1 significant tree to be retained and a further 29 new on-site trees (2 large, 12 medium and 15 small)
Car Parking Bays	62 onsite bays provided including five (5) visitor bays
Bicycle Parking Bays	64 bicycle parking bays (56 in internal store and 8 provided on external hoops) plus 6 visitor bays
Motorcycle Parking Bays	10 motorcycle parking bays provided in basement
E-Bike/Scooter Charging	10 electric scooter charging bays plus 2 visitor scooter bays
ESD Initiatives	7.5 star Average NatHERS rating based on the features noted in the enclosed Sustainable Design Assessment Report at Appendix C

4.2 Proposed Use

This development application seeks approval for a multiple dwelling building that proposes to encompass a mixture of affordable, social and accessible housing options. A land use permissibility assessment is completed in section 6 of this report.

4.3 Building Height

The proposed development presents as a four (4) storey development to Smith Street and three (3) storeys to Stirling Street which is consistent with the local planning framework (further assessment provided in section 6 of this report). The perceived height and actual height in storeys due to the natural incline of the site which is lower towards the Smith Street frontage.

The maximum overall height of the building measured from natural ground level is approximately 14.2m in height. The measurement of building height in respect to the number of storeys is assessed as a (4) storey building in compliance with the R-Codes restriction on to R80 lots.

Detailed assessment of the building height against the provisions of the local planning framework is provided in section 7 of this report.

Whilst the proposed building is taller than the immediately abutting residential properties, it is considered that the proposed height is an improvement to the current 12-13 storey residential building situated on the site that is to be demolished. Furthermore, the buildings massing has considered how it presents to the street with a significant portion of the fourth storey being stepped back from the primary building line at Smith Street to account for a rooftop communal garden space.

The site is also located within a prime location to accommodate a development of a higher intensity and scale, given its proximity to Beaufort Street and other multiple dwelling development occurring in close proximity. And considering the previous use of the site, this development has presented an opportunity to improve the amenity and privacy of surrounding residents through arranging the bulk and scale around the site.

4.4 Plot Ratio

The proposal has a plot ratio of 1.65 (using the intent of the definition of plot ratio under R-Codes Volume 2 – Apartments), representing a total plot ratio area of approximately 8,187sqm.

Whilst the development seeks a variation to the R80 plot ratio (1.0) this variation is not considered to be a true indicator of the proposed development being excessive in its scale and density which is further explored in section 6 of this report.

Given the proponent was selected by the State Government to deliver upon its proposal for over 100 social and affordable housing units, it should be observed that a plot ratio variation is required to maintain the project-critical dwelling yield proposed. This will assist in meeting the goals set out by the State Government to deliver more social and affordable housing, to relieve pressure on the current housing supply crisis and to inject critical housing diversity into the local housing stock.

In response to the variation, a site-specific architectural response is proposed which is informed by the critical analysis of all lot and street boundary interfaces. This approach is considered to be far more desirable and sympathetic to the residential interfaces as compared to the existing building on the site, whilst still maximising the provision of new social and affordable housing stock within Highgate.

Detailed discussion regarding the plot ratio variation is presented in section 7 of this report.

4.5 Setbacks

The street and side setbacks are a critical consideration in guiding the proposed development and creating appropriate interfaces to each elevation of the building. An assessment of setbacks against the relevant planning framework is provided in section 6 of this report.

Smith Street

A setback between 5m and 7m is provided to all floors. This is to provide sufficient space within the setback area for landscaping and car parking to enhance accessibility and amenity along the Smith Street frontage. A loading bay and ramp is to be provided to enhance the functionality of the ground floor accessible dwellings and improve the overall usability for older and disabled residents/visitors.

Stirling Street

A 2m setback is provided to the frontage along Stirling Street. This setback considers the reduced frontage length compared to Smith Street in addition to the reduced height of the structure at the western end of the proposed development.

Northern and Southern Lot Boundary

A varied setback between 3.5m and 8.5m is provided along the northern lot boundary of the site which considers the interface with the smaller housing typology on the abutting properties. The form of the proposed building is sympathetic to the private open spaces in the adjacent lots and adjusts the setbacks in accordance with the location of major openings and balconies. The same considerations have been made to the adjoining properties to the south of the development.

Overall, setbacks to all sides of the development are largely uniform across all four floors with the exception of the ground floor which is setback further from Smith Street as it extends into the rising landscape, and the uppermost level to Smith Street.

4.6 Movement Network and Parking

Access

Vehicle access to the development is provided directly onto Smith Street with a crossover into the basement level parking in addition to another crossover providing access to additional ACROD bays within the primary setback area. The primary crossover into the basement level provides two-lane access to take vehicles into the basement parking as well as providing ample manoeuvrability for the visitor parking and loading bay located off this accessway.

Pedestrian access is provided via both Smith Street and Stirling Street with ramps provided at both entrances. An additional stepped entrance is provided to Smith Street along the northern end of the frontage which will bring residents directly to the circulation corridors while bypassing the main lobby.

Car Parking

The proposal provides a total of 62 car parking bays across the basement level and ground floor. Visitor parking provided at ground floor includes three (3) standard bays and two (2) ACROD bays located close to accessible living apartments. Four (4) ACROD bays are provided in the basement parking level. All aisle and car bay widths are designed to meet or exceed the minimum Australian standards.

Bicycle/Scooter and Motorcycle Bays

Bicycle and scooter parking is a valued asset to this development. The development will comprise convenient and secure bike storage and parking options for both residents and visitors. The primary bike storage will be located on the ground floor of the development with direct access to Stirling Street provided via a ramp. This will provide cyclists convenient access directly from the development to locations west of the development including the Beaufort Street precinct. Access to Smith Street for cyclist will still be provided via the main resident lobby. This solution also allows residents to store their bicycles and scooters away from the elements, providing security from weather, vandalism and theft.

Additionally, bike racks for visitors will be provided within both the southern setback of the development (between the lot boundary and the access ramp to the basement parking), to the northern setback of the development (between the lot boundary and the northern side access door). These bike racks will have direct access to Smith Street with most racks to be shielded from view due to their location along the side of the development. As such, the streetscape amenity can be preserved while also providing visitors a safe place to store bicycles within the public realm.

In total, the proposed development will be able to accommodate 70 bicycles, this will comprise of storage for 56 resident bicycles within the bicycle store, 8 resident bicycles on the bike racks provided externally, and an additional 6 visitor bicycles on the bike racks provided within the public realm. Additionally, 2 visitor scooter parking spaces are proposed, along with spaces to park and charge 6 scooters for residents.

10 motorbike bays are provided within the basement level, ensuring all forms of private transportation are accommodated for.

Public Transport Access

The subject site is located within close proximity to the high frequency bus route 95 which is located approximately 200m west of the subject site. This bus route operates along peak-period bus lanes which allows bus priority to and from Perth CBD during the morning and afternoon respectively. Additionally, this high frequency route allows for seamless journeys to key centres such as Inglewood and Morley.

East Perth train station is located 650m south west of the subject site which provides residents convenient access to the Midland and Airport rail lines which provides further connections to Bayswater, Midland and Perth Airport amongst other destination.

4.7 Landscaping

The landscaping strategy in total seeks to provide 1198sqm of landscape area that will include 676sqm (13.6% of the subject site area) of in-ground deep soil planting. This has been achieved through increasing proposed lot boundary setbacks in response to SDRP comments. Additionally, in-ground deep soil planting has been accounted for around the Lemon-Scented Gum which is proposed to be retained on the eastern corner of the subject site. True deep soil area will be provided in the middle of the site to accommodate a new feature tree through a unique basement design. This area will extend through the basement level of parking below to ensure that it meets the requirement for true, in-ground deep soil planting. An additional 303sqm of deep soil area will be provided on the structure itself including within the courtyard and on the rooftop communal garden.

The landscape strategy will help provide much needed greenery in and around the building. It will allow for both the street and lot interfaces are soften with landscaping proposed within street setbacks and key lot boundary setbacks. Landscaping along the northern lot boundary will also be cleverly used to provide privacy to residents and neighbours through planting of medium sized trees within the setback area adjacent to balconies. Planters and a new feature tree will also seek to create a tree canopy within the courtyard area which will contribute to the amenity of the communal open spaces.

4.8 Communal Spaces

Various communal spaces will be provided throughout the development which will provide opportunities for residents to engage with other residents, host gatherings or retreat to private areas. A large open courtyard is proposed for the centre of the development which will include a small kids play area as well as both formal and informal seating areas all within a landscaped setting. A Resident lounge will be located next to the courtyard which will have the ability to open up to an outdoor seating area, expanding both the external and internal space and creating an alfresco environment for residents to enjoy. A smaller communal courtyard located along the northern lot boundary will provide a private place for residents to retire to, separated from the larger courtyard by a set of stairs. An additional communal garden will be provided on the level three of the Smith Street frontage which will comprise of raised vegetable planters and BBQ areas.

In addition to external communal spaces provided, a 19sqm facility management office is provided. This can also serve as a flexible space to accommodate visits from external service providers via prior arrangement.

An informal, public street-library will be located along Smith Street beneath the retained Lemon-Scented Gum. This will help to extend the public realm into primary street setback area and invite members of the general public to engage with the development.

5. Technical Inputs

5.1 Sustainable Design Assessment Report

A Sustainable Design Assessment Report (SDAR) has been prepared to support the sustainability initiatives and methodology adopted by the proposed development. As per the R-Codes, the development should aim to meet the element objectives for Energy Efficiency including at least one energy efficiency initiative that exceeds minimum practice. The strategy outlined by the SDAR exceeds the requirements outlined by the R-Codes with a summary provided below:

- Passive design and efficiency features including natural ventilation, natural light, thermal massing and high-performance facades.
- 7.5 star average NatHERS rating (exceeding the minimum compliance of 1.5 stars).
- Electrifications of hot water, cooking and space heating services.
- Large scale solar PV system.
- Heat island mitigation.

Broader sustainability features have been included in the above strategy which includes:

- Vehicle use modal shift – bike and scooter parking.
- Future provision for EV charging infrastructure.
- Native and water wise landscaping species selection.
- Social benefits such as social and affordable housing, NDIS apartments, community gardens, shaded nature play area and an edible garden and community roof top terrace.
- Water efficient fittings and fixtures.

Refer to Appendix C – Sustainable Design Assessment Report

5.2 Waste Management Plan

A Waste Management Plan (WMP) has been prepared to support the waste storage and collection methodology. A summary of the WMP is provided below:

- 36 bins will be located within the main bin store which is located on the ground floor. The bin store will be built natural ground level with direct access provided to Smith Street.
- Bins will be accommodating the storage and collection of general waste, commingled recycling, food organics and garden organics (FOGO) and cardboard recycling.
- All bins will be collected from Smith Street. A dedicated bin presentation area is provided on the Smith Street verge so that bins can be easily collected via side-lift vehicles. This will ensure the waste truck does not block or disrupt vehicle flow on Smith Street whilst collection is occurring.
- The general waste and comingle recycling bins will be collected once every fortnight on alternating weeks.
- FOGO bins will be collected on a weekly basis.
- On an ad-hoc basis a private contractor for cardboard will service the cardboard bin from Smith Street via a rear lift vehicle.

Refer to Appendix D – Waste Management Plan

5.3 Transport Impact Statement

A Transport Impact Statement (TIS) has been prepared to accompany the proposed development application. The TIS considers the expected traffic impacts associated with parking, access and traffic generation for the proposed residential development. Included are discussions regarding pedestrian, active transport (cycling) and public transport considerations. The key findings for the TIS are as follows:

- Walking and cycling facilities within the surrounding area of the subject site is considered to be excellent with Good Road Riding Environments stretch along Smith Street and Lincoln Street.
- The surrounding roads and intersections can accommodate the predicted increase in traffic from the proposed development.
- While the development proposes a 52 bay parking shortfall, the reduced amount should be considered appropriate to the location and the unique nature of the proposal, noting that the parking rates within the R-Codes are based upon the typical 'build-to-sell' model.
- The area's high walkability, close and frequent public transport networks and provided cycling infrastructure demonstrates that a reduced parking provision is possible.
- Overall, it is considered unlikely that the development will result in any material impact to traffic operations and safety to the surrounding road network.

Refer to Appendix E – Transport Impact Statement

5.4 Acoustic Report

An acoustic report has been prepared to accompany the proposed development application. This includes controlling the impact of noise between apartments, reverberation within common areas, internal noise from the mechanical plant and also the control of noise intrusion from external noise sources (mainly road traffic noise). The key strategies proposed by the acoustic design of the development are as follows:

- The acoustic requirements for inter-tenancy walls, floors, etc. in residential buildings are outlined in the National Construction Code Volume 1, Building Code of Australia Class 2 and 3 Buildings (NCC 2019). These requirements are outlined in Table 8 of the acoustic report.
- NCC 2019 makes provision of criteria specific to the placement and function of mechanical building services. Provisions must be made that services, access doors/panels, water supply pipes and electric outlets are located and constructed to a manner that satisfies the NCC.
- Outdoor areas should apply the outdoor noise criteria for noise sensitive land use due to noise emission from road and rail transport.
- At this stage no mechanical information is available, when the full mechanical equipment schedule is provided a detailed noise assessment will be conducted prior to the issue of a Building Permit.

Refer to Appendix F – Acoustic Report

6. Planning Assessment

6.1 State Planning Framework

6.1.1 Perth and Peel @ 3.5 Million

The Perth and Peel @ 3.5 Million framework is the guiding strategic document that has been developed to spatially accommodate a substantial increase in population over several sub-regions. This document builds on Direction 2031 and Beyond as well as the State Planning Strategy 2050. The primary aim of the document is to accommodate 3.5 million people within the Perth metropolitan and Peel regions by 2050 and provides a framework to respond to the emerging challenges of accommodating population growth. The implications of this document to Highgate as well as the broader area is the need to promote and encourage infill development.

The subject site is located within the Central Sub-Regional framework and is located in close proximity to the 'Urban Corridor' centred around Beaufort Street to the west of the subject site. The Central Sub-Region is aimed to provide 215,000 additional dwellings, of which the City of Vincent is expected to contribute 11,490 dwellings. The proposed development will seek to contribute to this target and utilise a location that has remained unused for over a decade. The framework aims for Urban Corridors to provide locations for increased and diversified places for people to live and work, where appropriate, and in close proximity to transport links. It should be observed that high frequency bus routes operate along Beaufort Street with a degree of priority through timed bus lanes.

6.1.2 Metropolitan Region Scheme

Under the provisions of the Metropolitan Region Scheme (MRS) the subject site is zoned 'Urban'. The purpose and function of the 'Urban' zone is to provide for areas in which a range of activities are undertaken, including residential, commercial, recreation and light industry.

As such, the residential nature of the development is entirely consistent with the purpose and intent of the 'Urban' zoning under the MRS.

6.1.3 State Planning Policy 4.2 – Activity Centres

State Planning Policy 4.2 – Activity Centres (SPP4.2) specifies a broad range of requirements for the planning and development of new activity centres in the Perth and Peel Regions. SPP4.2 provides the assessment framework for the distribution, function, broad land use and urban design criteria for the identified activity centres.

SPP4.2 seeks to provide a consistent approach for the planning and development of a defined hierarchy and network of activity centres that meet community needs and provide economic and environmental benefits, enable the distribution of a broad range of goods and services, and facilitate retail, commercial and mixed-use developments.

Land use provisions for the policy multiple and grouped dwelling housing as the preferred residential dwelling type within and around centres such as Mt Lawley which has been delegated a 'District Centre' under SPP4.2. As such, the proposed development seeks to deliver on a preferred housing type and density under the provisions of the policy and warrants support.

6.1.4 State Planning Policy 7.0 – Design of the Built Environment

State Planning Policy 7.0 – Design of the Built Environment (Design WA) is a State Government initiative aimed at ensuring good design is a key consideration of all development in Western Australia. A response to the 10 Design Principles of Good Design is included in section 3.1 of this report.

6.1.5 Residential Design Codes Volume 2 - Apartments

The Residential Design Codes Volume 2 (R-Codes) sets out the development standards for multiple dwelling developments. It should be noted that various planning controls are varied by the local planning framework (of which an assessment is provided in a subsequent section). A detailed assessment of the relevant provisions of the R-Codes is detailed below. Justification for non-compliance with the acceptable outcomes against the relevant Design Principles is included at Section 7 of this report.

Table 4. R-Codes Assessment

Control	Acceptable Outcome	Provided	
Primary Controls			
2.2.1 – Building height	4 storeys as per the R-Codes Primary Controls, however refer to City of Vincent Policy 7.7.1 Assessment below	4 storeys to Smith Street and 3 storeys to Stirling Street	✓
2.3.1 – Minimum secondary street setback	2m	1.4m	Variation sought
2.4.1 – Minimum side setback	N/A	Refer to control 3.5 – Visual Privacy	Variation sought
2.4.1 – Average side setback where building length exceeds 16m	3.5m	Provided	✓
2.5.1 – Plot ratio	1.0	1.65	Variation sought
2.7.1 – Building separation	12m (within site boundary)	12m	✓
Siting the Development			
3.2.1 – Orientation	Buildings on street frontages are oriented to face the public realm and incorporates direct access from the street	Smith street frontage directly addresses the street with primary pedestrian access being provided from it	✓
3.3.4 – Deep soil area	10% of site area or 7% if an existing tree(s) retained on site	DSA equivalent to 13.6% of site area (with on structure calculated at 50%)	✓
3.3.5 – Landscaping	10 large trees and 12 medium trees (tree canopy of 1,072m ²) OR 6 large trees and small trees to suit (tree canopy of 384m ² plus small trees to suit)	1 retained large tree, 1 new large tree, 21 medium trees and 48 small trees with a total tree canopy of 1,322m ²	✓
3.4.1 – Communal open space	114m ² overall communal open space requirement	627m ² of overall communal open space provided	✓
	38m ² of the overall landscape area to be hard landscape area	Provided	✓
	Minimum open space dimension of 4m	Minimum dimension met for communal open spaces	✓
3.5 – Visual Privacy Cone of vision from unscreened openings (first four storeys):	Major opening to bedroom, study and open access walkways: 3m	Minimum 3m setback from all major openings to any lot boundary	✓
	Major openings to all other habitable rooms: 4.5m	Minimum 4.5m setback from all major openings to any lot boundary	✓
	Unenclosed private outdoor spaces: 6m	Majority of balconies observe a 6m or greater setback from lot any lot boundary	Variation sought

Control	Acceptable Outcome	Provided	
3.6 – Public domain interface	Majority of ground floor dwellings fronting onto a street or public open space have direct access by way of terrace, balcony, or courtyard	No dwelling has direct access to either Smith Street or Stirling Street	Variation sought
	Carparking is not located within the street setback	Bays are provided within the street setback area for ease of access	Variation sought
	Upper-level balconies and/or windows overlook the street	Provided	✓
	Balustrading includes a mix of visually opaque/permeable materials	Balustrading utilises flat bar balustrades for visual interest and permeability	✓
	Front fencing includes visually permeable materials above 1.2m and the average height of solid walls does not exceed 1.2m	No front fencing, planter walls proposed are more than 1m in height	✓
	Fencing, landscaping and other elements on the frontage are designed to eliminate opportunities for concealment	Planters and retaining walls provided are low and do not provide opportunity for concealment	✓
	Bins to not be located within the primary street setback or in locations visible from the primary street	Bins not located in the primary street setback	✓
	Service and utilises located in the primary street setback are to be integrated into the design	Booster located within primary street setback is set into landscaping within appropriate enclosures	✓
3.7 – Pedestrian access and entries	Pedestrian entries are connected via a legible, well-defined, continuous path of travel to building access areas such as lift lobbies, stairs, accessways and individual dwelling entries	Clear entry experience provided through line of site into the courtyard via the entry lobby with ramps/stairs leading occupants up to the raised LG level	✓
	Pedestrian entries are well-lit for safety and amenity	Entry area will be well lit through lighting provided on the structure and within planters	✓
	Bins are not located at the primary pedestrian entry	Bins not located at the primary pedestrian entry	✓
3.8.6 – Driveways	Driveways designed for two-way access to allow for vehicles to enter the street in forward gear	Driveway into the basement parking level is designed for two-way access with sufficient space to turn vehicles around either in the basement or via the provided visitor bays	✓
3.8.7 – Driveway fences	Walls, fences and other structures truncated or reduced to no higher than 0.75m within 1.5m of where walls, fences and other structures adjoin vehicles access points where a driveway meets a public street and where two streets intersect	Provided	✓
3.9.1 – Bicycle parking	66 bicycle bays required (including 11 visitor bays)	64 resident bicycle parking and 6 visitor bicycle parking bays	✓
3.9.2 – Car and Motorcycle parking	115 car bays (including 13 visitor bays) 11 motorcycle bays	62 bays provided including 5 visitor parking bays 10 motorcycle bays, plus 10 electric scooter charging bays	Variation sought

Control	Acceptable Outcome	Provided	
Designing the Building			
4.1 – Solar and daylight access	70% dwellings having private open spaces that obtains at least 2 hours of direct sunlight between 9am and 3pm on June 21 and a maximum of 15% of dwellings receiving no direct sunlight between 9am and 3pm on June 21	77% (85) of dwellings to achieve a minimum 2 hours of solar access on 21 st June between 9am and 3pm 20% of dwellings achieving will receive no direct sunlight during that time	Variation sought
	Every habitable room has at least 1 window in an external wall with a glazed area not less than 10% of the floor area	Provided	✓
4.2.2 – Natural Ventilation	A minimum of 60% of dwellings are, or capable of, being naturally cross ventilated	68% of apartments are cross ventilated	✓
4.3.1 – Size of dwelling	1 bedroom: 37m ² 2 bedroom: 42m ²	1 bedroom: 47m ² minimum 2 bedroom: 67m ² minimum	✓
4.3.2 – Size of habitable rooms (minimum dimension provided)	Master bedroom: 10m ² (3m dimension) Other Bedrooms: 9m ² (3m dimension) Living Room (1 bed): 3.6m dimension Living Room (2 bed): 4m dimension	Habitable rooms all comply with the minimum dimensions outlined	✓
4.4.1 – Private open Space (minimum dimension provided)	1 bedroom: 8m ² (2m dimension) 2 bedroom: 10m ² (2.4m dimension)	1 bedroom: 8m ² minimum 2 bedroom: 9m ² minimum	Variation sought
4.5.1 – Circulation space	Circulation corridors at least 1.5m in width	Circulation corridors comply at 1.5m in width	✓
4.6.1 – Storage (minimum dimension and height provided)	1 bedroom: 3m ² (1.5m dimension and 2.1m in height) 2 bedroom: 4m ² (1.5m dimension and 2.1m in height)	109 external storage units provided	✓
4.8.1 – Dwelling mix	20% of apartments should offer differing bedroom numbers	45% of apartments are 1 bedroom with the remaining being 2 bedroom	✓
4.9.1 – Universal design	20% of all dwellings meet Silver Level requirements	9 Specialist Disability Accommodation (SDA) units will be provided	✓
4.15.1 – Energy Efficiency	Incorporate at least one significant energy efficiency initiative within the development that exceed minimum practice	Provided, refer to Appendix C	✓

6.2 Local Planning Framework

6.2.1 City of Vincent Local Planning Strategy

The City's Local Planning Strategy (the Strategy) was endorsed by the WAPC in November of 2016. The Strategy was prepared to provide strategic direction to inform the future statutory framework (i.e., any subsequent Local Planning Scheme). The Strategy sets out the long-term strategic direction for land use and development within the City and has been prepared to reflect the community and Council vision for the future of the City.

Within the City's strategic vision for their future, the proposed development would assist in achieving the following Strategy objectives:

- To recognise the historical development of the municipality and its contribution to the identity of the City's residential and commercial centres and associated sense of place.
- To integrate land uses and transport systems throughout the district.
- To cater for the diverse demands, interests and lifestyles by facilitating the provision of a wide range and variety and choice in housing to support the changing social needs of the community; including the ageing population and affordability.

Additionally, the Strategy seeks to facilitate the provision of adequate, diverse and affordable housing for the City's population growth. The actions which addressed by the proposed development include:

- *Facilitate high density development in planned growth areas, strategic development site and along major roads to respond to the growing demand for high quality multiple dwelling development in well serviced areas;*
- *Provide for affordable housing options by ensuring a dwelling mix for higher density development; enabling non-familiar residents in ancillary accommodation, and through investigating partnerships with the Department of Housing and housing service providers to facilitate affordable housing developments;*

The proposed development demonstrates consistency with the vision and objectives of the City's Strategies. It seeks to provide high quality social housing which both drives density within a strategic location close to the Mount Lawley district centre while also partnering with the Department of Communities to deliver social, affordable and accessible housing options within a multiple dwelling development.

6.2.2 City of Vincent Local Planning Scheme No. 2

The City's Local Planning Scheme No. 2 (LPS 2) is the primary planning control document guiding development within the Town. Under LPS 2, the subject site is zoned as 'Residential' with a residential density coding of R80. The LPS 2 objectives for the Residential zone relevant to the proposed development are as follows:

- *To provide for a range of housing and a choice of residential densities to meet the needs of the community.*
- *To facilitate and encourage high quality design, built form and streetscapes throughout residential areas.*
- *To enhance the amenity and character of the residential neighbourhood by encouraging the retention of the existing housing stock and ensuring new development is compatible within these established areas.*
- *To manage residential development in a way that recognises needs of innovative design and contemporary lifestyles.*
- *To ensure the provision of a wide range of different types of residential accommodation, including affordable, social and special needs, to meet the diverse needs of the community.*

The proposed development seeks to provide a wide array of social and affordable housing types that is sought by the objectives of the residential zone. Additionally, the design and materials chosen will complement the existing character of the area with a design which is far more complementary to its context than the previous Stirling Towers complex.

Land Use

The proposed development will be classified as a 'Dwelling (multiple)' use under LPS 2 which is defined using the same definition of 'Multiple Dwelling' applied by the R-Codes as follows:

"A dwelling in a group of more than one dwelling on a lot where any part of the plot ratio area is vertically above any part of the plot ratio area of any other but: does not include a grouped dwelling; and includes any dwellings above the ground floor in a mixed used development".

A 'Dwelling (multiple)' is a permissible ('P') use within the subject 'Residential' zone under the zoning table provided in LPS 2, which means that the proposed use is permitted within the City's planning framework. While this development application doesn't seek approval under the provisions of LPS 2 due to its public work status, we understand that due regard should be provided to the scheme in its preparation and assessment.

6.2.3 Policy 2.2.6 Truncations

The City's Policy 2.2.6 Truncations (Policy 2.2.6) aims to identify the City's visual truncation requirements at development application stage where a driveway intersects with either a road or with a right of way (ROW) to ensure safety is maintained at such locations. As the proposed development proposes two crossovers to Smith Street, the following provisions of the policy apply:

- A standard visual truncation of 1.5m by 1.5m is to be used where achievable, or an 'absolute' minimum visual truncation of 1m x 1m for locations of low to medium traffic volumes shall be provided at the property line to ensure adequate visibility.

The proposed development seeks to exceed the requirements of the policy as all crossovers will have unrestricted views from the property line out onto Smith Street.

6.2.4 Policy 7.1.1 Built Form

The City's Policy 7.1.1 Built Form (Policy 7.1.1) has been implemented to provide guidance on the planning and design of all development in the City of Vincent. In accordance with Clause 1.2.2 of the R-Codes, Policy 7.1.1 contains provisions that amend or replace the Acceptable Outcomes set out in Part 2, 3 and 4 of the R-Codes.

The table below details which Acceptable Outcome has been amended or replaced by Acceptable Outcomes of Volume 2 of Policy 7.1.1. Additionally, an overview of whether or not the development will be assessed against the relevant Policy 7.1.1 provision has been provided. It is noted that some aspects of Policy 7.1.1 that seek to amend or replace the Acceptable Outcomes do not have WAPC approval as required by Clause 1.2.3 of the R-Codes

Table 5. Policy 7.1.1 Applicability

R-Code Design Element	R-Code Acceptable Outcome	Policy 7.1.1 Replacement Deemed to Comply Standard	Assessed Under Policy 7.1.1?
2.2 Building height	A 2.2.1	Volume 2, Clause 5.1	Yes
2.3 Street setbacks	A 2.3.1	Volume 2, Clause 5.2	Yes
2.4 Side and rear setbacks	A 2.4.1	Volume 2, Clause 1.3	No, as both the subject and adjoining lots are zoned R80, side and rear setback standards are deferred back to SPP 3.7.
3.3 Tree canopy and deep soil areas	A 3.3.4	Volume 2, Clauses A5.3.1 and A5.3.2	No. WAPC approval of Policy 7.1.1 required.
	A 3.3.7	Volume 2, Clauses A5.3.3 and A5.3.7	No. WAPC approval of Policy 7.1.1 required.
	A 3.3.5	Volume 2, Clauses A5.3.4, A5.3.5 and A5.3.6	No. WAPC approval of Policy 7.1.1 required.
3.6 Public domain interface	A 3.6.1 – A 3.6.9	Volume 2, Clause 5.4	Yes, note that this is in addition to the R-Codes Acceptable Outcomes and not a replacement.
3.8 Vehicle access	A 3.8.1 – A 3.8.7	Volume 2, Clause 5.5	Yes, note that this is in addition to the R-Codes Acceptable Outcomes and not a replacement.
4.15 Energy efficiency	A 1.15.1	Volume 2, Cause A1.10.1 and A1.10.2	No. WAPC approval of Policy 7.1.1 required.

An assessment of the provision deemed relevant to the proposal (as per the table above) is provided in the table below:

Table 6. Policy 7.1.1 Assessment

R-Code Design Element	Policy 7.1.1 Volume 2 Deemed to Comply Standard	Provided	
2.2 Building height	A5.1.1 – 4 storey development with a maximum height of 13m to the of the skillion roof and 12m to the bottom of the skillion roof.	Maximum height to natural ground level is approximately 14.2m	Variation sought
2.3 Street setbacks	A5.2.1 – Setback calculated by averaging the setback of the five adjoining properties on either side of the development: Including the roughly 23m setback on 37 Smith Street, the average setback is 6.1m Excluding the 37 smith street setback the average is 4.2m	The 23m setback for 37 Smith Street is deemed an outlier in this instance and as such the average street setback used for this assessment is 4.2m Primary street setback provided is 5.17m	✓
	A5.2.3 – Walls on upper floors setback a minimum of 2m behind the ground floor predominant building line.	Upper floors are largely built in line with the ground floor building line	Variation sought
	A5.2.4 – Balconies on upper floors setback a minimum of 1m behind the ground floor prominent building line.	Balconies largely built in line with the ground floor building line	Variation sought
	A5.2.6 – Secondary street setbacks for upper floors 1.5m behind each portion of the ground floor setback.	Upper floors are largely built in line with the ground floor building line	Variation sought

R-Code Design Element	Policy 7.1.1 Volume 2 Deemed to Comply Standard	Provided	
3.6 Public domain interface	A5.4.1 – Street walls, fences and gates are to be of a style and materials compatible with those of the development on site and/or walls, fences and gates of the immediate surrounding area excluding fibre cement.	No changes to side fences are proposed as part of this development.	✓
	A5.4.4 – Walls, fences and gates on the side boundaries within the primary street setback area, constructed from metal sheeting are permitted provided they meet all other requirements relating to height, provide adequate sight lines and are not a side boundary fence facing a secondary street	No changes proposed to the height of the side boundary fences.	✓
3.8 Vehicle access	A4.5.1 – Garages which are less than 50% the width of the lot	Driveway width is far less than 50% of the lot width	✓

6.2.5 Policy 7.5.21 Sound Attenuation

The City's Policy 7.5.21 Sound Attenuation (Policy 7.5.21) aims to provide guidance on how proponents can maximise the enjoyment and liveability of mixed use living, by mitigating the effects of ambient/environmental noise, through appropriate forethought and design. This has been addressed in the Acoustic Report enclosed at Appendix G.

6.2.6 Local Planning Policy 7.6.1 Development Guidelines for Heritage and Adjacent Properties

Local Planning Policy 7.6.1 Development Guidelines for Heritage and Adjacent Properties (LPP 7.6.1) seeks to encourage the conservation and retention of places of identified cultural heritage significance within the City of Vincent and ensure proposals for change or adjacent redevelopment are undertaken in a sympathetic manner and with due regard for their cultural heritage significance. The subject site is located adjacent to the grouped listing Three houses (Place No. 18052), a Category B place recognised for their significance as:

This intact group of three Federation / Georgian Style dwellings present aesthetic value to Smith Street. The dwellings have historic values as good examples of the types of dwellings constructed during the Gold Rush phase of development in Perth, in particular in the Highgate Hill area.

It is noted that the primary frontage of this group of significant properties addresses Smith Street rather than the development site, and that the Lot includes a more recent three-storey infill development to the rear of the site. The assessment against the provisions for development of adjacent properties, contained in Table 8 below, has been undertaken by **element's** specialist heritage team with this understanding in mind. This assessment considers the requirements of both the current Policy No 7.6.1 and the revised policy document currently under review by the City.

Table 7. LPP 7.6.1 Assessment

HERITAGE MANAGEMENT – DEVELOPMENT GUIDELINES FOR HERITAGE AND ADJACENT PROPERTIES			
Criteria/ Objective	Acceptable Development (current)	Acceptable Development (review)	Discussion Against the Proposed
P1 New development maintains and enhances existing views and vistas to the principal façade(s) of the adjacent heritage listed place.	New development has an equivalent setback and/or is no less than that of the adjacent heritage listed place	New development is to have a plate height consistent with the original street pattern. New development is of a scale and mass that respects the adjacent heritage listed place. New development does not imitate, replicate or mimic historic architectural styles of the adjacent heritage place. New development is clearly distinguishable from the adjacent heritage listed place.	The principal facades of all three listed residential properties address Smith Street rather than the adjacent development site. No obstruction or alteration of this primary streetscape frontage is sought as part of the proposed development and their contribution to the character of the area will be maintained. The northernmost of the three heritage houses offers minimal setback to the subject site boundary and although the proposed development is decreasing the current side setback it seeks to maintain a landscape buffer to all edges, including the one shared with the heritage site.
P2 New development maintains and enhances the visual prominence and significance of the adjacent heritage listed place.	New development does not imitate, replicate or mimic historic architectural styles. New development is clearly distinguishable from the adjacent heritage listed place.	Front and side setbacks of new development reflect those of the adjacent heritage listed place. The height of the new development is to be compatible to the adjacent heritage listed building.	The heritage place is recognised for its significance as a group of dwellings of a cohesive architectural style, representative of a period of local development, and making a significant aesthetic contribution to the local area. None of these significant aspects will be altered by the proposed development. The design approach references the brick and iron character of the local area while ensuring this material palette is interpreted through a contemporary design language which remains clearly distinguishable from the adjacent heritage places. The design addresses the primary street with a setback which respects the adjacent development and does not seek to imitate or undermine the visual appreciation of the significant built form.
P3 New development is of a scale and mass that respects the adjacent heritage listed place.	Side setbacks of new development reflect those of the adjacent heritage listed place. The height of the new build is to be compatible to the adjacent heritage listed building. Staggering the building is one acceptable method to achieve this.		The proposed development offers a significant reduction in the scale of the existing built form, reducing development on the adjacent lot from 12 storeys to 4. It is noted that the heritage site already includes a later three storey development to the rear of the site and on balance, the proposed scale is deemed acceptable within these contextual parameters. As noted under the discussion for P1, the northernmost heritage property provides minimal separation from the shared boundary edge and does not appear to contain any significant openings along this frontage visible from available vantage points. The proposed development maintains a landscaped buffer to this edge and significantly improves the relationship in scale between the two sites.

7. Discussion

7.1 Building Height

The proposed height of the development as experienced from the surround street varies depending on whether viewed from Stirling Street or Smith Street. At its highest point, the roof is approximately 14.2m above natural ground level which represents a minor variation to the provisions of Policy 7.1.1 which prescribes a maximum roof height of 13m. Due to the shape of the building, the design solution has required varied segments of relatively flat skillion roofing which has also presented the opportunity for the bulk and scale of the building to respond better to its surrounding context.

The skillion roof has been oriented with the highest point towards the internal courtyards, sloping downwards towards the lot boundaries. This reduces the scale of the building overall when viewing it from the ground level either from an adjacent property or the street. And while a larger built form is presented to the internal court yard, the opening to the north west still allows for ample sunlight and ventilation to permeate into the communal open space.

Additional height will be required to screen air conditioning units on the roof; however, this will not be visible from the street due to their location far from the edge of the building line. As such, this will not create undue visual impact to adjoining lots, the streetscape or from within the communal open space provided. This will also reduce the need for constructing unsightly air conditioning units on balconies or where it would be more impactful upon the residents.

In real terms, at four storeys, the proposed height of this building represents a significant reduction from the 12 to 13 storey tower that exists on the site. The overshadowing and visual privacy outcomes presented by this design solution will be a net benefit to the surrounding community as well as to the residents and are considered to warrant support from the decision maker.

7.2 Plot Ratio

The plot ratio of the proposed development is 1.65 in lieu of 1.0 prescribed by the R-Codes. The proposed plot ratio is considered to be an appropriate variation for the subject site when considering the design merits of the proposal and the way in which the proposed built form has been arranged, as has been considered through the pre-lodgement SDRP processes.

Although the plot ratio represents a variation from that what is prescribed under the R-Codes, it will still see a significant improvement in terms of the scale and form of the resulting building, as compared to the existing 12 to 13 storey tower on the site. This represents a far superior overshadowing outcome to southern neighbours, and a significant improvement in terms of visual impact, with this low scale three to four storey proposal set in landscaped surrounds. The proposed scale of building is far more in keeping with the prevailing context of this locality, having regard for the existing examples of three and four storey buildings located immediately across Smith Street.

The proposed variation in plot ratio will not compromise on the amount and quality of communal open space provided on site, with the development still proposing a large communal courtyard on the ground floor.

As highlighted previously, the proposed development seeks to deliver much needed social and affordable housing stock into the local market. To this effect, limiting the dwelling yield that could otherwise be proposed by this development would dampen the impact of this project in terms of delivering a meaningful impact upon the current supply of social and affordable housing.

7.3 Car and Bicycle Parking

62 car parking bays are proposed, which includes five (5) visitor parking bays within the Smith Street setback, reflecting the anticipated demand for this unique proposal. When assessed against the deemed to comply provisions of the R-Codes this does represent a variation, the site is ideally located to offer future residents a strong provision of alternative modes of transport, with public transport and personal mobility options (eg. electric scooters as currently available across the City of Vincent). The proposed provision of car parking, along with the proposed bicycle, motorcycle

and electric scooter parking, have been arrived at having regard for the requirements and typical reduced rates of private vehicle ownership of the future residents in a social / affordable accommodation arrangement.

As mentioned earlier in this report, the site is located in a highly walkable area and is within a 250m walking distance to high frequency public transportation. Within an immediate 400m walkable catchment, residents will be able to access the southern end of the Beaufort Street strip (containing an assortment of boutiques, restaurants, bars and other services), a full-line Woolworths supermarket, HBF Park, Highgate Primary School and more. This ease of access to everyday shops and services will significantly reduce the number of trips required by car for residents. Additionally, high frequency transport provided by the 950 bus service will provide residents with turn-up-and-go public transport connecting them to the significant employment centres of Perth CBD and Morley. As such, the location provided offers residents the opportunity to live car-free.

The proposed develop seeks to accommodate more active forms of transportation by providing a significant amount of bike and scooter storage. For residents this includes a conveniently located entirely secure bike storage room on the ground floor. This has been located for ease of access to the ramp leading the Stirling Street entry whilst still allowing access via the main lobby without the need to change levels. This takes advantage of the site's convenient through-access/dual-frontage and negates the need to circumnavigate the block. Therefore, the bicycle parking provided allows for cycling to be a realistic alternative to residents than driving. In addition to the bicycle store provided, 10 communal charging station will be implemented for electric scooters, further adding to the generous number of non-car related transport options for residents.

Whilst the proposal seeks to deliver a shortfall in the proposed number of parking bays when assessed against the deemed to comply provisions of the R-Codes, the reduced amount should be considered appropriate to the location and the unique nature of the proposal, noting that the parking rates within the R-Codes are based upon typical 'build to sell' apartments. The area's high walkability, close and frequent public transportation networks connecting to employment centres, and provided cycling infrastructure demonstrates that reduced parking provision is possible. As such, the variation in parking proposed by the development should be recognised as an acceptable outcome.

7.4 Setbacks

It should be noted that side and rear setbacks are assessed against the provisions of the R-Codes while street setbacks are assessed against the provisions of the City's Policy 7.1.1 Built Form.

7.4.1 Side Setbacks

All side and rear setbacks achieve the element objectives set out by the R-Codes by ensuring that visual privacy for the development and adjacent properties is maintained through appropriate setbacks to balconies and other major openings. The design of the building has largely observed the setbacks prescribed by acceptable outcome 3.5.1 with a 6m setback to all unenclosed private open spaces, 3m setback to bedrooms and studies and a 4.5m setback to openings to all other habitable rooms. There is a single variation to the setback with adjacent lots 46 and 50 with the setback reduced to roughly 2m. However, no major into dwellings are proposed for this wall and the window into the circulation areas have been setback past 3m. The balconies along this lot boundary are also within the setback area, however it does not present a visual privacy issue as the immediately adjacent area on the neighbouring property comprises a car parking area provided with shade structure cover, and in this regard there is no loss of privacy.

As such, the proposed side setbacks are considered to meet the element objectives of the R-Codes having regard to visual privacy and so warrant approval.

7.4.2 Primary Street Setback (Smith Street)

The built form requirements for street setbacks are outlined in the City's Policy 7.1.1 Built Form. The Policy establishes the desired setback as the average street setback of five adjacent properties on either side of the subject site. Whilst using this calculation, it should be observed that only developed lots have been used for the calculation, and any outliers such as 37 Smith Street that has an approximately 23m setback have been omitted. As such, the Policy calculated setback is 4.2m, with the proposed development providing a 5.17m setback.

However, the proposal varies the Policy provisions, to step back floors above the ground floor to behind the predominant building line (5.2m) as well as the requirement to setback the upper floors of balconies to 1m behind the predominant building line (5.2m). These variations proposed are considered minor in nature when acknowledging that the setback proposed is generally greater than those of most neighbouring properties north along Smith Street. As such, it is observed that the primary street setback still respects the predominant pattern of existing development along the street and so is considered to meet the overarching objective of the Policy. Furthermore, the development uses varied materiality and articulation of the structure to distinguish upper floors from the lower level, without setting back all upper floors.

It should be noted that the primary street setback under the R-Codes for areas coded R80 is 2m, of which the proposal exceeds for all floors. Therefore, the proposed development is considered to offer a more sensitive built form outcome and warrants approval.

7.4.3 Secondary Street Setback (Stirling Street)

The primary controls for secondary street setbacks default the R-Codes which sets a 2m minimum setback in line with the primary street setback requirement. This setback is largely observed along the Stirling Street frontage with the exception of the balcony which protrudes into the setback area. The interface of the balconies to the street is softened through the use of landscaping with a planter being installed along the street boundary and the presence of an existing verge tree which will be retained.

In a variation to the provisions of Policy 7.1.1, the upper floors of the development will be in line with the ground floor building line. The outcomes of this variation are similar to those for the primary street setback. Additionally, the bulk and scale of the development along the Stirling Street frontage is reduced in comparison to the Smith Street frontage as the development presents as three storeys. The presence of the retained verge tree will further soften the interface of the development with the street.

7.5 Private Open Space

The proposal seeks a variation on the area of private open space (balconies) provided to the two (2) bedroom apartments. While the R-Codes express an acceptable outcome of 10sqm the development proposes a 1sqm variation for balconies to 9sqm. However, the balconies still provide an acceptable level of amenity and usability to the residents which is reflected in the dimension and location of the space in relation to the rest of the dwelling.

All private open spaces provided are compliant with the minimum dimensions outlined in the R-Codes and are regular in shape. This avoids the creation of odd corners and shapes that may reduce the amount of space that is practically usable by the resident and cause portions of the balconies to become redundant. As such, this creates a space that is highly functional in nature.

Additionally, private open spaces will be directly accessible from primary living spaces (combined dining and living rooms) which will create a natural extension of these internal spaces. This provides residents with the ability to expand the living and entertainment spaces within their dwelling to spill out onto the provided private open space. Therefore, as the private open spaces provided to all residents is shaped and sited in a way that enhances residential amenity and overall liveability for residents, meeting the element objectives of the R-Codes and warranting support.

7.6 Public Domain Interface

A variation is sought on the public domain interface requirements outlined within the R-Codes as ground floor dwellings interfacing with the street are not provided with direct access to the street from their private open spaces. Additionally, parking bays are proposed to be provided within the primary street setback area.

Both these variations are being sought to ensure a high level of amenity is provided to residents of the accessible dwellings being provided at ground level. As the development is raised from natural ground level at the primary street frontage, stair access to the two accessible dwellings would be redundant and the installation of ramps for these two dwellings would compromise the amenity provided by the public domain interface. However, residents of these dwelling types are provided with a common ramp to access the resident lobby which they can then use to access their dwelling via the primary dwelling entry.

The two parking bays provided adjacent to these units and within the primary street setback area will be utilised as accessible drop off bays. Locating these bays close to the common access ramp and the resident lobby entrance reduces the amount of distance that mobility impaired residents would have to cover between the drop off point and their dwelling. This is considered to provide an equitable outcome for residents in need of specialist accommodation.

Additionally, a loading bay is provided within the setback area however this represents little impact to the amenity of the streetscape as it extends off the drive way. The hardstand area is broken up with the inclusion of landscaping between the loading bay and footpath.



8. Conclusion

This report is prepared by **element** on behalf of the Department of Communities / Tetris Capital, in support of the development application for 109 multiple dwellings located at Lot 501 (No. 49-67) Smith Street, Highgate.

The proposed development will provide a high quality, architecturally designed development that will provide a significant boost to the State's social and affordable housing supply within a highly accessible and vibrant location. The development as proposed is entirely residential which is appropriate to the locality and aligns with the City's direction of medium to high density development within this area of Highgate.

The development will inject much needed housing stock into the State's housing diversity pipeline, and provide residents with high levels of amenity with a range of communal open spaces, in addition to the provision of Specialist Disability Accommodation to suit a range of needs.

Considerable consultation on site master-planning, architectural design and landscaping has been undertaken as part of pre-lodgement engagements with the City of Vincent and the design review processes conducted by the State Design Review Panel with the support of the Government Architect of Western Australia.

On the basis of above, the proposed development is considered consistent with the principles of orderly and proper planning and constitute an appropriate and desirable outcome within local and state planning framework.

It is therefore respectfully requested that the proposed development be approved by the Western Australian Planning Commission.

Contact Us

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